

# The Times-Dispatch INDUSTRIAL SECTION

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## LAWRENCEVILLE, CAPITAL OF BRUNSWICK COUNTY ONE OF PROGRESSIVE TWENTIETH CENTURY TOWNS OF VIRGINIA

Home of Ancient Stew  
Growing and Her  
Future Bright.

STRONG BANKS AND  
BUSY MERCHANTS

With Splendid Water-Power and  
Millions of Dollars' Worth of  
Raw Material, Manufactur-  
ing Enterprises of All  
Kinds Are Invited  
to Locate.

BY FRANK S. WOODSON,  
[Staff Correspondence of The Times-  
Dispatch.]

LAWRENCEVILLE, VA., January 11.—Resting in the red hills of Brunswick, one among the largest and richest and oldest counties of the Old Dominion, the birthplace of the original "Brunswick Stew," the home of many men who have made their mark in the bright history of Old Virginia, and the center of as fine a Virginia social realm as can be found in the borders of the old Mother of States and Statesmen, the little town of Lawrenceville has in a quiet way become a commercial and educational center that is worthy of more than passing mention.

When Railways Came.  
For many long years Lawrenceville, and, as for that matter, the whole county of Brunswick, knew not the sound of the railway whistle. In 1889 the Atlantic and Danville Railway ran its line along here and made Lawrenceville one of the principal stations. That road is now known as the Norfolk-Danville division of the Southern Railway, and it still makes Lawrenceville an important point, the home of its shops and the divisional point between Danville and Norfolk.

This was the first the county knew of railways, but now three great trunk lines traverse the length and breadth of the county of Brunswick. In 1890 there was constructed the Richmond division of the Seaboard Air Line system, extending from Richmond through Petersburg, to Norfolk, in North Carolina, where it connects with the Portsmouth-Raleigh branch of that system and goes on to Raleigh and the South. The Virginia Railway, which is said to be a superior line in the matter of construction, has been run through the county, and is now operating far from the coast as far as Lunenburg county. It passes right through Brunswick, and when completed to the far west will be a great factor in the industrial development of the county.

A Competitive Point.  
The new Virginia Railway crosses the Seaboard Air Line at Albemarle, just eight miles across the county from Lawrenceville. The Lawrenceville and Western Railroad has been chartered, and is backed by good local capital, to build a line from this town to a connecting point on one or both of the lines mentioned. The original idea was to connect with the Seaboard Air Line, a distance of six miles, but Albemarle is only two miles further on, and the probability now is that the road will go to the last named point, thus giving Lawrenceville three lines of railway, and making a competitive point entitled under the rules of the railways to rates as good as Richmond, Petersburg or any other town enjoys.

A Wholesale Centre.  
With freight rates thus adjusted on the competitive basis, and with one of the richest back counties in Virginia to support it, Lawrenceville could easily become a wholesale center, and would cause Norfolk, Petersburg, and even big Richmond to sit up and take notice. That this road will be built in the very near future—possibly this year—there can be no doubt. The newly organized Board of Trade of the town will take hold of the scheme at once and push it through. A survey of the line has been made, and the best estimates show that it can be built for about \$75,000 to \$80,000.

When the Atlantic and Danville Railway struck Lawrenceville in 1889 the little settlement here was a struggling village of only 163 inhabitants. It was the county seat of the county of Brunswick, with a courthouse and a jail, and, with the small number of people then, were about all that differentiated it from any other cross-roads settlement; but the sound of the whistle of the steam engine waked the village up, and a number of live men, realizing the possibilities, commenced to move things.

Lawrenceville's Splendid Nerve.  
The new railway had to have shops somewhere on the line. Danville wanted them, Portsmouth and Milton and some other points wanted them, but the little Lawrenceville outbid them all and got the shops. A village of less than 200 inhabitants voted a \$10,000 bonus to secure the shops, and Lawrenceville got them. If that wasn't nerve and spunk, what was it? Lawrenceville has been spunky and nerve ever since, and the result is that it is now a town of 2,500 inhabitants, and it is still inviting new industries and offering inducements to them to come.

The railway shops have helped the town not a little. They employ from 125 to 150 workmen, and their families, together with those of the tradesmen who live here, because Lawrenceville is the division point of the branch system, make something like 500 people who get their living from the pay-rolls of the Southern Railway, and, of course, all this money finds its way through the local trade channels. It amounts to about \$10,000 per month. Lawrenceville was much smarter than some of its larger neighbors when it less than 200 inhabitants put in a big bid for the railway shops.

The spirit that brought the shops



MAIN STREET, LAWRENCEVILLE.  
COMBINATION WAREHOUSE.

### REAL ESTATE AND BUILDING NEWS

Everything Looking Up, With  
Cheap Home-Builders Very  
Largely in Evidence.

#### CONTRACTORS HAVE WORK

The "Railroad Valley" Is At-  
tracting Much Attention.  
Big Developments.

It is a little too soon in the new year for the real estate men to get extremely busy. There is always a lull after the holiday season, but all the same, they have been doing something during the past week, and the records show that something like \$75,000 worth of real estate changed hands within the last six days. The deals have not been on the large order. A number of heavy deals, however, have been put "on the string," and they may be consummated within the next few weeks, but so far in the new year the actual sales have been confined almost entirely to the smaller transactions looking to home building.

#### Home Builders on the Alert.

Home builders have somehow conceived the idea that the cost of material and labor are yet subject to reductions, and they are disposed to hold off a while yet before closing contracts for the erection of cheap homes. Some will tell if they are right. The indications are that they are. Real estate values still hold good in the main. Industrial property is holding stiff for better prices. The old-time figures are still holding strong in the "railroad valley," north of Broad Street between Thirteenth and Eighteenth Streets.

There will be a good deal of building there within the few weeks and months soon to come. It is said that a mammoth industrial plant, covering three solid blocks, will soon be in that region in a very little while.

#### Down in the Valley.

Messrs. West & Robinson, so it is said, have a contract to do this work. The Chesapeake and Ohio Railway, having become a little tired of the constant fines imposed upon them by the Corporation Commission, will very soon begin the erection of a big freight house, from which to deliver goods before the fines count up too much. The contract for this warehouse is said to have been let. These improvements, actual and contemplative, have made something of a boom down in the "Valley." The firm of Green & Redd have recently made some sales that demonstrate this idea. During the past week they sold two little old shanties in "the Valley" for a figure that foots up near \$3,000. The same property a few years ago sold for less than \$500.

#### East End to the Front.

Another sign of the times bobs up in the fact that only last week a well-known merchant offered to lease a store close to the West & Robinson development for a period of five years, and he was so anxious to get possession of the property he offered to close the five-year deal by paying the lease money in advance. Truly the East End is coming into the limelight.

It may be added that the passage by the City Council last week of an ordinance by which \$20,000 will be spent in the work of opening up Thir-

### WEATHER TOO HARSH FOR TOBACCO SALES

Small Receipts on All the Mar-  
kets Attributed to Atmos-  
pheric Conditions.

#### PRICES STILL VERY GOOD

Well Maintained in All the Mar-  
kets, With an Upward  
Tendency.

Harsh weather throughout the week has held tobacco sales and receipts down to the minimum. It seems now, however, that all that is needed to boom the market to the highest point of the season is a short time of good handling weather. It is estimated that at least two-thirds of the crop is still in the hands of the farmers and cannot be taken down until the atmosphere softens considerably. The small amounts that have been offered have brought the most satisfactory prices of the season, and the demand was very active. Large buyers, who were not much in evidence before the holidays, are now on the scene in full force, and are willing to pay the best prices for all offerings. The outlook is now the best for several years. Dark stemming tobacco, especially, are in heavy demand, and will probably remain the best sellers of the season.

#### LYNCHBURG RECEIPTS LIGHT.

Weather Probably Accounts for More Not  
Being Brought In.

[Special to The Times-Dispatch.]  
LYNCHBURG, VA., January 11.—The receipts on the local tobacco market, according to the report of Mr. John L. Oglesby, of Lynch's Warehouse, have been rather lighter this week than were expected by the trade. The condition and quality of the tobacco has been about as it was before the holidays, and the trade was quite active. The prices on all offerings were fully up to the quotations. The unfavorable weather was partly the cause of the light receipts of the week.

The report of the sales for the past two weeks, as prepared by Mr. Oglesby, is as follows:  
Sold week ending December 30..... 1,025,000  
Sold week ending January 10..... 536,000  
Decrease for week ending January 10..... 489,000  
Sold from September 1, 1907, to January 10, 1908..... 5,334,000  
Sold from September 1, 1906, to January 10, 1907..... 7,810,880  
Decrease for 1907..... 2,476,880  
Lugs, common..... 1.50 @ 4.50  
Lugs, good..... 6.00 @ 7.50  
Leaf, medium..... 7.50 @ 10.00  
Leaf, good..... 9.00 @ 11.00  
Leaf, wrappers..... 14.00 @ 22.50

#### SOUTH BOSTON RECEIPTS LIGHT.

This Attributed in Large Measure to Weather  
Conditions.

[Special to The Times-Dispatch.]  
SOUTH BOSTON, VA., January 11.—The tobacco receipts for the past week have been light, owing to the unfavorable weather conditions. The quality of the offerings was fairly good, and prices fully as high as they were before Christmas. The average price (including primings and scraps) being about 11 cents.

weeded. President Johnson thinks the remainder of the crop can be sold by May 1st, provided the planter does not glut the market, and prices will be entirely satisfactory. While this market has been paying off in scrip, same is being gradually called in, and currency is rapidly taking its place.

#### DANVILLE SALES SMALL.

Offerings of Common to Medium Grades With  
Prices Good-Dispatch.

[Special to The Times-Dispatch.]  
DANVILLE, VA., January 11.—Messrs. Dittrell Brothers give the following review of the Danville tobacco market for the week:  
The sales, which were suspended for the holidays, resumed on the sixth. The receipts, owing to unfavorable weather, have been quite small. The sales have lasted only about an hour each day. The quality of the crop has been under the average of the crop, consisting mostly of common to medium grades.  
Prices opened and have continued at about the level of the closing prices before the holidays. If there has been any change the tendency is rather upward. With favorable weather large receipts may be looked for.

There is something doing in redried tobacco, but it is rather quiet. We look for a more active business in this line in the near future, when manufacturers shall have finished up their taking stock.

#### Bedford Market.

[Special to The Times-Dispatch.]  
BEDFORD CITY, January 11.—With the opening of the new year the tobacco market has been again resumed. Trade has been brisk and the prices at the two warehouses quite heavy, and the prices very satisfactory to the planters. The quality of tobacco brought in since the holiday is far superior to the previous offerings. A general average of price has been about \$2.50 a hundred.

#### MARION IS PROSPERING.

Merchants Report Fine Business and Banks  
Doing Well.

[Special to The Times-Dispatch.]  
MARION, VA., January 11.—Marion has about recovered from the depression usually incident to the closing of the holiday season, and is rapidly resuming the business activity which characterized the year just ended. While the disturbance in financial circles has been felt here to some extent, especially in manufacturing lines, there has apparently been no serious falling off in any department of business.  
Marion merchants report that the fall and holiday trade was the best they have ever had, and are busy clearing out stock and preparing for an increased spring trade. Both the Bank of Marion and the Marion National Bank have remained in flourishing condition, the former having declared its usual semi-annual dividend of 8 per cent. The prices on all offerings were fully up to the quotations. The unfavorable weather was partly the cause of the light receipts of the week.

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#### Poultry Wins Prizes.

[Special to The Times-Dispatch.]  
WARRENTON, VA., January 11.—While horses are supposed to occupy 80 per cent. of the attention of the Warrenton public, the other 10 per cent. seems to be devoted to the raising of very fine poultry. At the Washington Poultry Show, which is now in session, Mr. Albert Fletcher, Jr., and Rev. V. H. Council, both exhibited a number of very fine birds along with several first and second ribbons. Both gentlemen spent several days in the city. Mr. Russell Colvin went to the city Thursday to attend the show, where he also has some very fine chickens exhibited.

#### Ten Per Cent. Dividend.

[Special to The Times-Dispatch.]  
WOODSTOCK, VA., January 11.—At a meeting of the stockholders of the Shenandoah Farmers' Trust on this place a 10 per cent. dividend was declared. The officers were elected: Dr. W. C. Ford, president; Captain J. H. Oranville, vice-president; F. Perry, secretary; and Treasurer, and all of the old directors were re-elected.

### THE MODERNIZING OF OLD ARABIA

The English Are Gobbling the  
Peninsula and Will Build  
Railroads.

#### THE LAND OF MOCHA COFFEE

John Bull's Gibraltar at Aden,  
Which Controls the Suez  
Canal.

(Copyright, 1907, by Frank G. Carpenter.)

Have you ever heard what some one said to the Englishman who boasted that the sun never set on John Bull's possessions? It was "that the sun did not dare to set for fear the old pirate might steal something more."

As it is now the English own countries in nearly every part of the globe. They have more land in North America than we have. They have recently added to their African colonies, so that they now own more than one-third of the central stock, and they are slowly and surely gathering in everything else that lies loose. One of their latest acquisitions is Arabia. They now practically control the whole of it.

They have the Sinai Peninsula, through their possession of Egypt, and they can control that part of Arabia along the Red Sea through the ports which they are building on the opposite coast. They have entered into the closest of relations with the Sultan of Oman, and they have two uncrowned kings in the persons of certain of their political residents and consuls-general, who control the whole of Eastern and Southern Arabia. The first of these is stationed at Bushire, in Persia, but he has made treaties with the various tribes along the Arabian side of the Persian Gulf which give the English the trade of that region and the same is true as to the tribes of Southern Arabia, who are controlled by the British resident here at Aden. These two consuls-general have established post-offices and postal routes through their respective spheres of influence, and they control not only the mails, but money matters as well. They are working in connection with India, and the moneys used are rupees and annas. It is difficult to arise between the Arabs and Persians, they are brought to the English resident at Bushire, and it between the tribes of Southern Arabia, they are brought to Aden for adjustment.

#### Arabia to Have Railroads.

At the same time, the English are considering the development of the peninsula. They have proposed to build a pilgrimage railway from Jeddah, on the Red Sea opposite Port Sudan, to take the great army of Mohammedan worshippers inland to Mecca. This would connect with their new railroad which now crosses the Nubian desert from Suakin to the Cape to Cairo, and would open up an immense passenger traffic from central Africa and upper Egypt during the pilgrimage seasons. The English have not granted the concession for that road, but it will probably be built by the Mohammedans.

(Continued on Fifth Page.)

### WILL PUSH WORK ON CAROLINA VALLEY

Road to Be Completed from High  
Point to Thomasville, and in  
Operation by Summer.

#### OPEN UP TIMBER DISTRICT

Connection to Be Made With  
Either Seaboard or Coast  
Line.

(Special to The Times-Dispatch.)

HIGH POINT, N. C., January 11.—The contractors who have the building of the Carolina Valley Railroad in charge say that the line to Thomasville will be completed and cars running by summer. Mr. John E. Dimmerman, of Philadelphia, the firm of Dodge & Day, has been here a week looking things over preparatory to going to work. His visit was to determine the size and amount of equipment required for the road, which will be shipped at once. Mr. Dimmerman has secured sixty teams, and the work will commence on the Thomasville end, coming towards High Point.

It is the purpose of the company to connect up the Carolina Valley Railroad with the city and suburbs of High Point, and to enable the company to get out its timber, ties and poles for the building of the electric line, and also to give High Point an opening for the timber in and above Denton, N. C. Mr. W. T. Van Brunt, of New York City, arrived in High Point to-day and will stay here several days, going over the whole properties. The company will have work started the latter part of this month, and cars will be running between here and High Point by August at the latest.

The Carolina Valley Railroad will pass near the Whitney Reduction Company, one of the greatest power companies in the State, and will open up a great timber district which will prove invaluable to the manufacturer. Connection will be made at Wadesboro, or some nearby point, with the Seaboard Air Line, or probably the Atlantic Coast Line. The road through the city and suburbs will be operated as an electric line, using the same track that will be used by the steam railway.

Frank Brown, of this city, has invented a druggist's prescription case which gives promise of enriching the patentee. The case is arranged so that thousands of prescriptions can be properly filed, and in case the druggist wants one on the instant it can be found without the least trouble. Mr. Brown has applied for a patent on the case.

#### Patents to Virginians.

[Special to The Times-Dispatch.]  
WASHINGTON, D. C., January 11.—Messrs. Davis & Davis, Washington patent attorneys, report the grant this week to citizens of this State of the following patents: E. Ball, of Norfolk, reproof and protecting garment; E. L. Bell, of Norfolk, combined bottle and rolling-pin; W. E. Dilard, of Petersburg, oil-can; J. S. Ham, of Covington, coke-leveling machine; W. B. Kitterman, of Lynchburg, gas for scissoring; F. S. Lafont, of Richmond, manuscript holder.

#### May Stop Use of Scrip.

[Special to The Times-Dispatch.]  
LYNCHBURG, VA., January 11.—It is believed that the local Clearing-House Association is arranging to retire the certificates which were issued some week ago when the banks could not secure currency due from the New York banks.

### EQUALIZATION OF STATE TAXATION

Some of the Troubles That  
Are to Be Dealt  
With Now.

#### IMPORTANT WORK FOR LAWMAKERS

Valuable Facts and Figures Com-  
piled by One Who Has Made  
a Study of His Subject.  
Valuation in Various  
Counties of the  
State.

BY ROBERT TURNBULL,

Former Member of the Virginia Senate

A great deal has been said in regard to the inequalities in assessments of real estate in the various counties and sections of the State, and as the present law requires that the assessors to assess the lands for the year 1910 be appointed before the first day of January 1910 (see section 437 of the Code), it is apparent that, if anything is to be done to correct the inequalities complained of, it must be done by the General Assembly for 1908. This being the case, I hope it will not be considered inappropriate for me to call attention sharply, and in a practical way, to some of the inequalities in the assessments, and to endeavor to point out what, in the judgment of the writer, could be a proper solution of the difficulty.

#### Difficult Problem.

It is admitted in advance that the subject is a difficult one, and it is not the purpose of the writer to complain of any one, but simply to point out the facts as they appear, so that it may be seen that it is imperative that some action be taken to change the present system of making assessments. In order to present the matter as clearly as possible, and to enable the citizens of each county to easily ascertain the inequalities, I have grouped the counties in the various congressional districts together, and have prepared a table from the Auditor's report for 1906, showing the number of acres of land in each county, the aggregate assessed value thereof, and the assessed value per acre in round numbers, leaving off the fractions. This table is attached to this article, and it was prepared in this way because as a general thing the lands in each congressional district are of a similar character, and, with some exceptions, are of about equal value.

Before inviting an inspection of this table I call attention to the fact that under the present law (section 442 of the Code), in counties where there are more than one assessor, they are required to meet at least once in each district for the purpose of consultation, with a view of equalizing, as far as practicable, the assessment of lands in their respective counties; but no provision whatever is made to equalize the values in the various counties that add in each other, where the lands are of the same quality, and of about the same market value, the market value being the basis upon which all assessments are required by law to be made.

#### What a District Shows.

Now, let us carefully examine the table referred to. Space will not allow me to make comparisons in all the congressional districts, and I shall therefore call attention specially to my own district, the Fourth, as I am more familiar with conditions here, and persons in the other districts can make their own comparisons from the figures given. The real estate in incorporated towns is not included in the figures given in the table. It is a well-known fact that the lands in the counties of Mecklenburg, Lunenburg, Nottingham, Dinwiddie, Prince Edward, Amelia, Powhatan and Brunswick are of about the same quality, and all have about the same advantages, except as hereinafter pointed out as to railroad facilities, and the crops that are cultivated in each of these counties are about the same. Yet when you look at the table you will see that the lands in Nottingham are assessed at \$4.00 per acre, in Brunswick at \$7.00, in Dinwiddie at \$5.00, in Lunenburg at \$2.00, in Mecklenburg at \$3.00, in Prince Edward at \$5.00, in Amelia at \$4.00, and in Powhatan at \$5.00. Now the valuation does not make any difference in county and local taxation, because the rate in the counties is fixed by the board of supervisors according to the amount necessary to be raised to meet county expenses, but it makes a startling difference as to the burden of State taxation that is required to be borne by the land owners in the counties. It will be seen from the figures given that the land owners of Brunswick pay more than double as much State tax as the land owners of Mecklenburg, more than three times as much as the land owners of Lunenburg, more than one-third more than the land owners of Nottingham and Amelia, and one-third more than the land owners of Dinwiddie, Prince Edward and Powhatan.

To bring out more starkly the inequality, it is a fact that must be recognized that the lands near incorporated towns of any size command a much greater market price than those far remote. Brunswick has, in fact, a third more population, has always had greater railroad facilities, has eleven banks, while Brunswick has only four, and yet by an examination of the table it will be seen that the lands in Brunswick are assessed at nearly one million dollars more than the lands in Mecklenburg. The same thing may be said in reference to towns in the counties of Dinwiddie, Nottingham and Prince Edward.

#### Lawrenceville Leads.

I have said that the value of the real estate in incorporated towns is not included in the table, but to show